



WisDOT/TDA Meeting
Thursday, August 5, 2004
9:30-11:00am

People in attendance

Lee Crook- SEH, Inc.

Barb Fleisner- Marshfield Area Chamber of Commerce

Dean Haen- Wisconsin Commercial Port Assn.

Kevin Soucie- Canadian National c/o Soucie & Assoc.

Dave Jensen- Dane County Regional Airport

Sheldon Johnson- Northwest Wis. RPC

Kevin McMullen- Wis. Concrete Pavement Assn.

Ken Miller- Int'l Union of Operating Engineers, #139

Dave Mumma- Janesville Transit

Mary O'Brien- Transportation Environmental Mgmt

Dee Olsen- Sheboygan Chamber of Commerce

Jim Peterson- J. Peterson Sons, Inc.

Phil Ramlet- OMNNI

Bob Cook, TDA

Debby Jackson, TDA

Todd Pierce, TDA

Rick Schmidt- Payne & Dolan

Scott Sharp- Wis. Council 40, AFSME

Matt Hintze- HNTB

Ernie Stetenfeld- AAA Wisconsin

Ray Taffora- Michael Best & Friedrich

Michael Vebber- Milwaukee Co Transit

Van Walling- CH2M Hill

Sandy Beaupre- WisDOT

Doug Dalton- WisDOT

Jonquil Johnston- WisDOT

1. Overview of WisDOT's meeting purpose and WisDOT's long-range plan by WisDOT staff:
The meeting began at 9:30. Sandy Beaupre gave an overview of WisDOT's upcoming long-range transportation plan, *Connections 2030* (C2030). WisDOT is currently seeking input on transportation planning issues from stakeholder groups and larger Wisconsin cities. Plan alternatives should be available for public comment in July of 2005. The plan is scheduled to be completed in 2006.
2. Gathering of input from the TDA: Discussion focused on the following issues:
 - a. Financing Connections 2030 Provisions
TDA members noted that state and local transportation needs exceed the resources available. They noted it would be difficult to do financial planning for a 30-year period. Many members felt finance was the biggest issue facing transportation in the state. Maintenance of existing facilities is a priority.
 - b. Safety
Safety is a critical issue. Approximately 800 people die each year on the transportation system. TDA members encouraged coordination of long-range plans and traffic safety plans. Safety improvements are needed.

c. Connections 2030 Survey

TDA members asked whether the survey was truly random if the survey was being handed out to stakeholder groups. They asked if the survey was zip coded for tracking purposes. Ms. Beaupre stated the survey was done using 1,100 randomly selected Wisconsin residents in Spring 2004. The surveys handed out to stakeholders are not part of the random pool. The stakeholder responses are used as an issue scan and are tracked according to group. The responses are not prioritized based on volume.

d. Data Collection for Connections 2030

TDA members wondered if current data would be available for population forecasts. WisDOT will be using the most current projections from the Wisconsin Department of Administration. Mr. Dalton indicated that 2030 population forecasts have been received from DOA and will be used.

e. Corridor Approach

Members noted Wisconsin should be involved in solving congestion and scheduling issues with O'Hare International Airport in Chicago. Rail congestion in Chicago was presented as another issue. TDA members noted that the Greyhound route reduction needed to be examined. It was acknowledged that while Wisconsin DOT should be involved at some level on these issues, there are limits to what can be influenced in the private sector and across state lines.

d. Comprehensive Planning

TDA members noted concern for consistency between local comprehensive plans and the statewide long-range plan. Ms. Beaupre stated WisDOT would examine local plans for significant state issues. She stated WisDOT would work closely with MPOs and RPCs during the planning process to encourage consistency. She pointed out that WisDOT has been meeting with municipal planning, public works, and transit staff across the state and that WisDOT District staff is attempting to participate more in the local comprehensive plan development.

e. Statewide Model

A question was asked about the progress of the statewide model. Mr. Dalton responded the statewide model is ahead of the metropolitan models. He also indicated that the two modeling efforts would be coordinated through some of the standards being used and the fact that the statewide model will affect the external trips coming in to the metropolitan models. The metropolitan models will be developed in more detail than the statewide model.

f. Stakeholder Participation

TDA members noted they would like to see opportunities during the Connections 2030 process for transportation experts to participate.

g. Previous WisDOT Plans and Spending Levels

A question was raised about the State Highway Plan and Translink 21's implementation. Some TDA members felt that once needs had been identified, certain thresholds were changed.

